

KEY INDICATOR REPORT

JULY 1989

Issued 10 / 89



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Regional Transportation Authority

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Regional Transportation Authority

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Chicago Transit Authority

Drug Testing. A new federal directive requires all transit agencies to administer a number of drug tests on a random basis equal to 50% of the employees who perform sensitive safety functions. The cost is estimated at \$700,000 per year. With 21 different locations (terminals and garages), the CTA is reviewing alternative methods for conducting the tests. The CTA is considering, for example, whether employees should travel to a central location to be tested and how to minimize the number of work hours lost.... **CTA Student Passes.** For the first time in twenty years, Chicago public school students will not be able to buy discount permits at school. About 40% of public school students buy permits every school year. To purchase student riding permits this year, eligible students must bring a completed application, a recent photo, and \$5 cash to various CTA stations.

Metra

Accessibility Program. At its September 16 meeting, the Metra Board unveiled a plan that will add a wheelchair accessible cab car to each train beginning around 1992. The cost of modifying each car will be approximately \$0.2 million.... **Capital Program.** Also at the September 16 meeting, the Board presented a ten year capital program that is divided into two five year segments. The plan projects available funding for fiscal years 1990-94 of \$892 million versus program needs of \$921 million for a shortfall of \$29 million. Funding for fiscal years 1995-99 is projected to be \$423 million compared to program needs of \$880 million for a shortfall of \$457 million.... **Commuter Parking.** Additional parking is planned for Metra's Norfolk & Southern station in Worth. The Board on August 11 approved the purchase of 19,100 square feet of vacant property which will be used to create 53 new spaces immediately north of the station.

Pace

South Suburban Express Bus. At its August meeting, the RTA approved new initiative funding for a Pace express bus service from south suburban Cook County to DuPage County. The service, which is projected to start on October 2nd, is an attempt to provide transportation to unemployed south suburban residents to job rich DuPage County. Approved funding includes \$0.7 million for the two year period, October 1989 through September 1991, with \$0.1 million of that amount earmarked for 1989.... **Joliet Mass Transit District.** Pace and the Joliet Mass Transit District (JMTD) are attempting to negotiate a settlement in their dispute over operational and fiscal control issues relating to both the paratransit and fixed route services in Joliet. In the interim, Pace is operating the paratransit service while JMTD continues to operate the fixed route service.

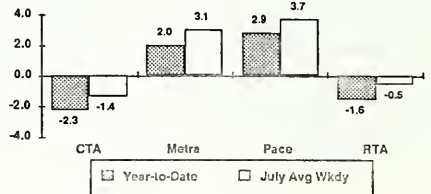
**JULY RIDERSHIP
YEAR-TO-DATE
(in thousands)**

CTA	1988	1989	% Change 1988-1989
Bus	250,592	244,081	-2.6%
Paratransit	519	534	2.8%
Rail	87,097	85,894	-1.4%
Total	338,208	330,508	-2.3%

Metra	1988	1989	% Change 1988-1989
BN	7,493	7,610	1.6%
CNW	13,265	13,503	1.8%
CSSSB	1,973	1,953	-1.0%
ME/HC	7,226	7,364	1.9%
MR	5,307	5,432	2.4%
RI	4,525	4,643	2.6%
NS	871	961	10.4%
Total	40,659	41,466	2.0%

Pace	1988	1989	% Change 1988-1989
Pace Owned	10,374	11,037	6.4%
Public Contract	8,511	8,326	-2.2%
Private Contract	1,536	1,668	8.6%
Dial-A-Ride	709	702	-1.0%
Mobility Limited	17	19	11.6%
Total	21,147	21,752	2.9%

**RTA % Change in Ridership by Service Board
Year-to-Date and July Average Weekday
1988 vs. 1989**

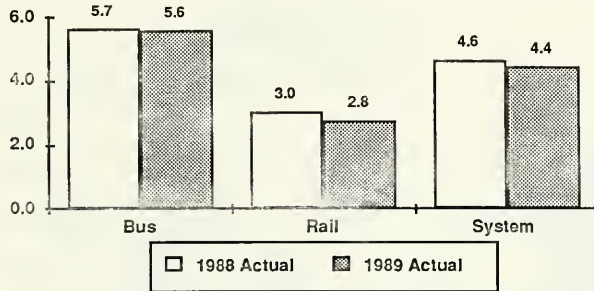


- RTA ridership through July 1989 was down 1.6% when compared to July 1988.
- Year-to-date performance at CTA was down 2.3%. Average weekday riders in July was down 1.4% when compared to July 1988.
- Metra System ridership increased 2.0% through July 1989. Average weekday riders in July increased 3.1%.
- Pace ridership through July 1989 was 2.9% greater than the same period in 1988. July average weekday ridership was up 3.7%.

PASSENGERS PER MILE

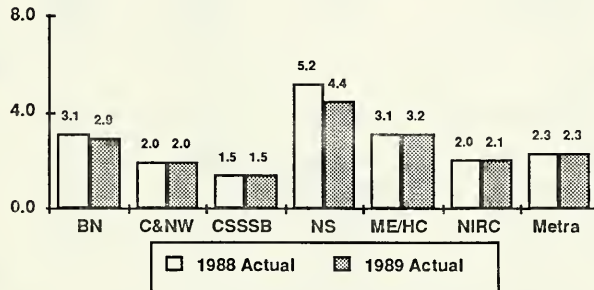
CTA

July 1989 Year-to-Date



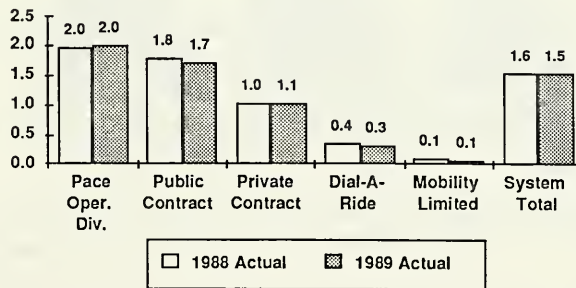
Metra

July 1989 Year-to-Date



Pace

July 1989 Year-to-Date

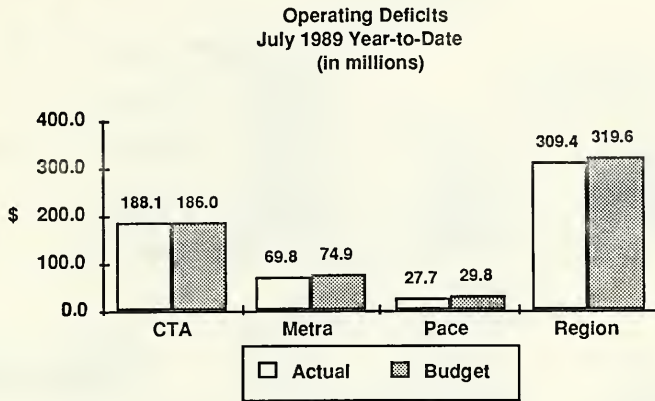


Report Summary
July 1989 Year-to-Data
(in thousands)

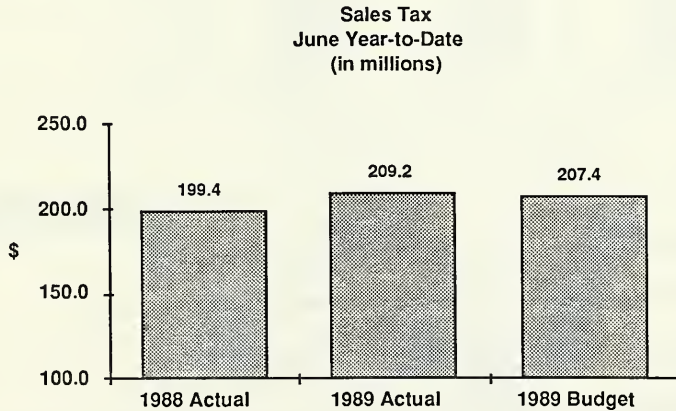
	<u>Actual</u>	<u>Budget</u>	<u>Variance</u>	<u>%</u>
I. Service Boards:				
<u>CTA</u>				
Revenues	\$191,480	\$193,741	(\$2,262)	-1.2%
Expenses	379,603	379,710	(107)	0.0%
Operating Deficit	\$188,123	\$185,969	\$2,154	1.2%
Recovery Ratio(a)	50.4%	51.0%	-0.6	-1.1%
<u>Metra</u>				
Revenues(b)	\$93,598	\$89,480	\$4,118	4.6%
Expenses	163,423	164,379	(956)	-0.6%
Operating Deficit	\$69,825	\$74,899	(\$5,074)	-6.8%
Recovery Ratio(a)	57.8%	54.9%	2.9	5.3%
<u>Pace</u>				
Revenues	\$13,636	\$12,640	\$997	7.9%
Expenses	41,361	42,396	(1,036)	-2.4%
Operating Deficit	\$27,725	\$29,757	(\$2,032)	-6.8%
Recovery Ratio(a)	33.0%	29.8%	3.2	10.6%
II. Regional				
RTA Expense Items	33,916	35,694	(1,779)	-5.0%
RTA Interest Revenues	10,184	6,733	3,452	51.3%
Total Revenues	\$308,899	\$302,594	\$6,305	2.1%
Total Expenditures	\$618,303	\$622,181	(\$3,878)	-0.6%
Regional Deficit(c)	\$309,404	\$319,587	(\$10,183)	-3.2%
Recovery Ratio (d)	52.2%	50.8%	1.4	2.7%
(a) For recovery ratio calculations, expenses exclude funded depreciation.				
(b) Does not include revenue from capital farebox financing				
(c) Includes Service Board deficits plus RTA expenses minus RTA interest revenues				
(d) Excludes debt service and funded depreciation				

- Expenses for the region through July were \$3.9 million or 0.6% favorable to budget. This favorable expense performance is attributable to favorable performance at the RTA, Metra and Pace. CTA expenses through July were essentially equal to budget.
- Revenues for the region through July were \$6.3 million or 2.1% favorable to budget. This favorable revenue performance is attributable to the RTA, Metra and Pace. CTA revenues for the period were \$2.3 million or 1.2% unfavorable to budget.
- The regional deficit through July was \$10.2 million or 3.2% favorable to budget. Both Metra and Pace reported deficits which were significantly favorable to budget while CTA's deficit was \$2.2 million or 1.2% unfavorable.
- The recovery ratio for the region was 52.2% compared to the budgeted ratio of 50.8%.
- Sales taxes through June were \$1.8 million or 0.9% favorable to budget. For June alone, the sales tax was 1.7% favorable to budget. June represents the fourth consecutive month of favorable performance.

Operating Deficit:



Sales Tax:

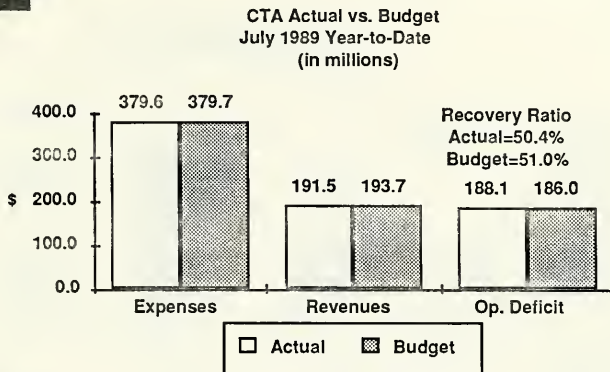


Chicago Transit Authority
July 1989 Year-to-Date

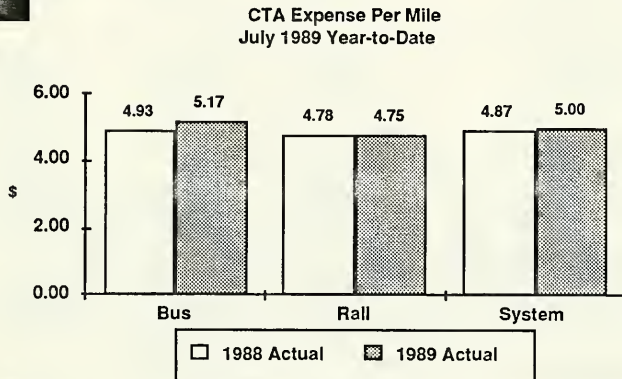
	<u>Actual</u>	<u>Budget</u>	<u>Variance</u>	<u>%</u>
Revenues				
Passenger	\$184,086,433	\$186,736,410	(\$2,649,977)	-1.4%
Other	7,393,212	7,005,061	388,151	5.5%
Total Revenues	\$191,479,645	\$193,741,471	(\$2,261,826)	-1.2%
Expenses				
Labor	\$284,495,483	\$283,538,760	\$956,723	0.3%
Materials	32,181,016	31,672,929	508,087	1.6%
Fuel	8,158,910	6,782,160	1,376,750	20.3%
Electric Power	12,923,612	13,113,602	(189,990)	-1.4%
Provision for I & D	10,161,000	10,161,000	0	0.0%
All Other Expenses	31,682,935	34,441,929	(2,758,994)	-8.0%
Total Expenses	\$379,602,956	\$379,710,380	(\$107,424)	0.0%
Deficit	\$188,123,311	\$185,968,909	\$2,154,402	1.2%
Recovery Ratio	50.4%	51.0%	-0.6	-1.1%

- CTA operating expenses through July were favorable to budget by \$0.1 million.
- CTA total revenues were unfavorable to budget by \$2.3 million or 1.2% through July.
- The CTA operating deficit was \$2.2 million or 1.2% unfavorable to budget. This deficit variance is \$0.4 million worse than June's year-to-date figure.
- The recovery ratio through July was 50.4% compared to the budgeted recovery ratio of 51.0%.
- The Operations program area through July 1989 was slightly over budget, but maintenance expenses were \$0.8 million, or 0.5% favorable. This is a sharp turnaround from earlier in the year. Administrative expenses were \$2.7 million or 5.7% favorable to budget. Fuel expenses were \$1.4 million or 20% unfavorable to budget through July. Material expenses were \$0.5 million or 11% favorable through the month. For the year, material expenses were \$0.5 million or 2% unfavorable.
- Farebox revenues were unfavorable to budget by \$2.6 million or 1.4%. Other revenues through July were favorable to budget by \$0.4 million or 5.5%.

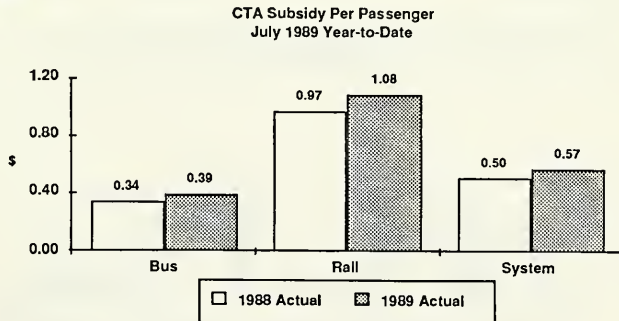
Budget Review:



Resource Efficiency:



Resource Effectiveness:



Metra Summary
July 1989 Year-to-Date

	<u>Actual</u>	<u>Budget</u>	<u>Variance</u>	<u>%</u>
<u>Burlington Northern</u>				
Revenues	15,510,188	15,344,248	165,940	1.1%
Expenses	21,609,145	22,584,371	(975,226)	-4.3%
Operating Deficit	6,098,957	7,240,123	(1,141,166)	-15.8%
Recovery Ratio*	73.4%	69.1%	4.3	6.2%
<u>Chicago & Northwestern</u>				
Revenues	30,057,522	30,180,427	(122,905)	-0.4%
Expenses	54,060,493	53,201,673	858,820	1.6%
Operating Deficit	24,002,971	23,021,246	981,725	4.3%
Recovery Ratio*	56.6%	57.9%	-1.3	-2.2%
<u>Chicago South Shore</u>				
Revenues	919,391	918,938	453	0.0%
Expenses	1,655,726	2,278,371	(622,645)	-27.3%
Operating Deficit	736,335	1,359,433	(623,098)	-45.8%
Recovery Ratio	55.5%	40.3%	15.2	37.7%
<u>Norfolk Southern</u>				
Revenues	1,884,043	1,685,207	198,836	11.8%
Expenses	2,350,882	2,403,787	(52,905)	-2.2%
Operating Deficit	466,839	718,580	(251,741)	-35.0%
Recovery Ratio	80.1%	70.1%	10.0	14.3%
<u>Metra Elec./Her. Corr.**</u>				
Revenues	15,905,522	15,597,537	307,985	2.0%
Expenses	33,823,306	34,353,409	(530,103)	-1.5%
Operating Deficit	17,917,784	18,755,872	(838,088)	-4.5%
Recovery Ratio	47.0%	45.4%	1.6	3.6%
<u>NE Illinois Rail Corp.</u>				
Revenues	29,321,615	25,753,657	3,567,958	13.9%
Expenses	49,923,863	49,557,842	366,021	0.7%
Operating Deficit	20,602,248	23,804,185	(3,201,937)	-13.5%
Recovery Ratio	58.7%	52.0%	6.8	13.0%
<u>Metra Total</u>				
Revenues***	93,598,281	89,480,014	4,118,267	4.6%
Expenses	163,423,415	164,379,453	(956,038)	-0.6%
Operating Deficit	69,825,134	74,899,439	(5,074,305)	-6.8%
Recovery Ratio*	57.8%	54.9%	2.9	5.3%

*Funded Depreciation is included in expenses, but excluded in determining the cost recovery ratio.

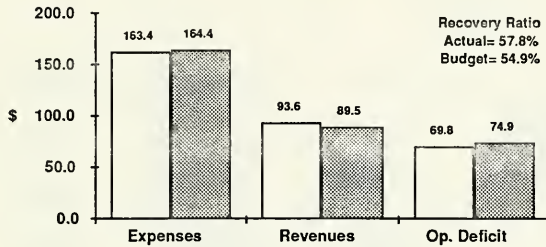
**These numbers may not be used to calculate ICG savings per Ordinance 87-20.

***Metra revenues do not include \$3.6 million in receipts generated under capital farebox financing.

- Through July, Metra revenues were \$4.1 million or 4.6% favorable to budget.
- Metra's expenses through July were \$1.0 million, or 0.6%, favorable to budget.
- Metra's operating deficit through July was \$5.1 million, or 6.8% favorable to budget.
- Metra's recovery ratio through July was 57.8%, compared with the budgeted ratio of 54.9%.

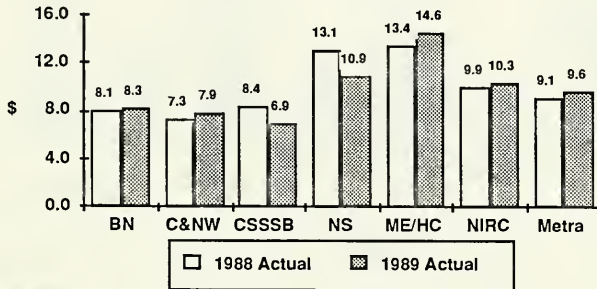
Budget Review:

Metra Actual vs. Budget
July 1989 Year-to-Date
(In millions)



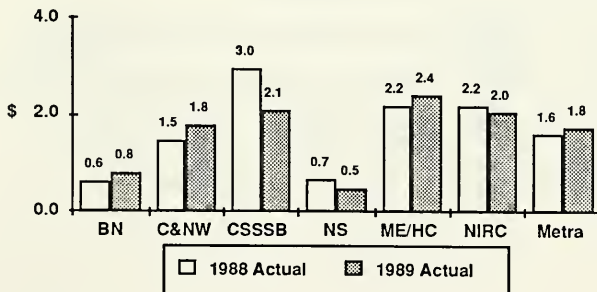
Resource Efficiency:

Metra Expense Per Mile
July 1989 Year-to-Date



Resource Effectiveness:

Metra Subsidy Per Passenger
July 1989 Year-to-Date



PACE SYSTEM PERFORMANCE

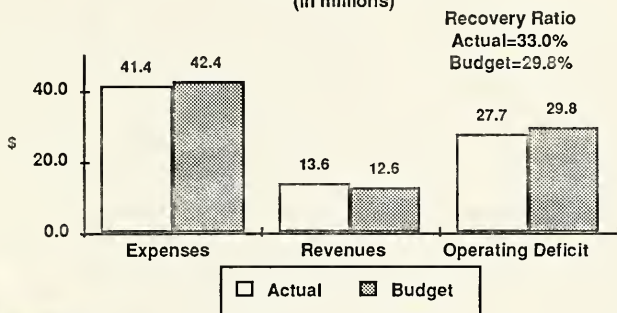
Pace Summary July 1989 Year-to-Date

	<u>Actual</u>	<u>Budget</u>	<u>Variance</u>	<u>%</u>
Revenues				
Pace Operating Divisions	\$5,442,980	\$5,011,108	\$431,872	8.6%
Public Contract Carriers	3,890,919	3,721,764	169,155	4.5%
Private Contract Carriers	1,172,087	1,195,250	(23,163)	-1.9%
Dial-A-Ride Services	1,821,045	1,686,860	134,185	8.0%
Mobility Limited Services	133,524	108,195	25,329	23.4%
New Initiatives	59,280	285,313	(226,033)	-79.2%
Other Income	1,116,387	631,169	485,218	76.9%
Total Revenues	\$13,636,222	\$12,639,659	\$996,563	7.9%
Expenses				
Pace Operating Divisions	\$11,722,612	\$12,236,596	(\$513,984)	-4.2%
Public Contract Carriers	10,798,076	11,036,250	(238,174)	-2.2%
Private Contract Carriers	3,353,722	3,328,437	25,285	0.8%
Dial-A-Ride Services	3,592,659	3,563,735	28,924	0.8%
Mobility Limited Services	323,422	317,224	6,198	2.0%
New Initiatives	685,305	936,313	(251,008)	-26.8%
Administration	4,213,604	4,362,640	(149,036)	-3.4%
Centralized Operations	6,671,403	6,615,266	56,137	0.8%
Total Expenses	\$41,360,803	\$42,396,461	(\$1,035,658)	-2.4%
Deficit	\$27,724,581	\$29,756,802	(\$2,032,221)	-6.8%
Recovery Ratio	33.0%	29.8%	3.2	10.6%

- Through July, Pace's operating expenses were \$1.0 million or 2.4% favorable to budget.
- Revenues were \$1.0 million or 7.9% favorable to budget.
- Through July, Pace's operating deficit was \$2.0 million or 6.8% favorable to budget.
- Pace's recovery ratio through July was 33.0%, compared to their budgeted recovery ratio of 29.8%.

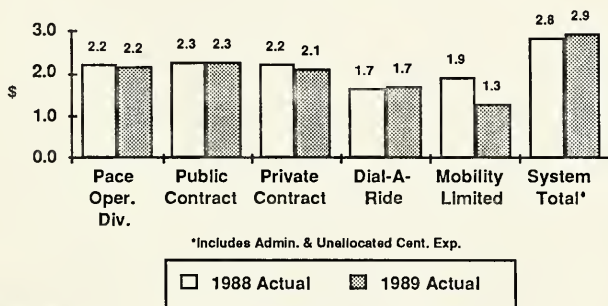
Budget Review:

Pace Actual vs. Budget
July 1989 Year-to-Date
(in millions)



Resource Efficiency:

Pace Expense per Mile
July 1989 Year-to-Date



Resource Effectiveness:

Pace Subsidy per Passenger
July 1989 Year-to-Date

